



## Senate

General Assembly

**File No. 261**

February Session, 2010

Substitute Senate Bill No. 407

*Senate, April 1, 2010*

The Committee on Transportation reported through SEN. DEFRONZO of the 6th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

### ***AN ACT REQUIRING MOTORCYCLE TRAINING PRIOR TO THE ISSUANCE OF A MOTORCYCLE ENDORSEMENT.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsection (c) of section 14-40a of the general statutes is  
2 repealed and the following is substituted in lieu thereof (*Effective*  
3 *October 1, 2010*):

4 (c) Before granting a motorcycle endorsement to any applicant who  
5 has not held such an endorsement at any time within the preceding  
6 two years, the commissioner shall require the applicant to  
7 [demonstrate personally to the commissioner, a deputy or a motor  
8 vehicle inspector or an agent of the commissioner, in such manner as  
9 the commissioner directs, that the applicant is a proper person to  
10 operate a motorcycle, has sufficient knowledge of the mechanism of a  
11 motorcycle to ensure its safe operation by such applicant, and has  
12 satisfactory knowledge of the law concerning motorcycles and other  
13 motor vehicles and the rules of the road. An applicant under the age of  
14 eighteen shall also] present evidence satisfactory to the commissioner

15 that such applicant has successfully completed a novice motorcycle  
16 training course conducted by the Department of Transportation or by  
17 any firm or organization that conducts such a course that uses the  
18 curriculum of the Motorcycle Safety Foundation or other safety or  
19 educational organization that has developed a curriculum approved  
20 by the commissioner. The commissioner may waive the on-road skills  
21 portion of the examination for the endorsement for any such applicant  
22 or an applicant who is eighteen years of age or older who presents  
23 evidence of satisfactorily completing a motorcycle training course. If  
24 an applicant has had a license or held such an endorsement from a  
25 state where a similar examination or course is required, the  
26 commissioner may waive part or all of any such requirement. When  
27 the commissioner is satisfied as to the ability and competency of the  
28 applicant, the commissioner may issue an endorsement to such  
29 applicant, either unlimited or containing such limitations as the  
30 commissioner deems advisable. If an applicant or motorcycle  
31 endorsement holder has any health problem which might affect such  
32 person's ability to operate a motorcycle safely, the commissioner may  
33 require the applicant or endorsement holder to demonstrate personally  
34 that, notwithstanding the problem, such person is a proper person to  
35 operate a motorcycle, and the commissioner may further require a  
36 certificate of the applicant's condition, signed by a medical authority  
37 designated by the commissioner, which certificate shall, in all cases, be  
38 treated as confidential by the commissioner. An endorsement,  
39 containing such limitation as the commissioner deems advisable may  
40 be issued or renewed in any case, but nothing in this section shall be  
41 construed to prevent the commissioner from refusing an endorsement,  
42 either limited or unlimited, to any person or suspending an  
43 endorsement of a person whom the commissioner deems incapable of  
44 safely operating a motorcycle.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>October 1, 2010</i>	14-40a(c)
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**TRA**      *Joint Favorable Subst.*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

### **OFA Fiscal Note**

#### **State Impact:**

Agency Affected	Fund-Effect	FY 11 \$
Department of Transportation	FF - Cost	100,000

Note: FF=Federal Funds

#### **Municipal Impact:** None

#### **Explanation**

Expanding the requirements for individuals 18 years of age and older seeking a CT motorcycle operator's endorsement to include the novice motor cycle safety course will result in a cost of \$100,000 in FY 11 to the Department of Transportation (DOT). The estimate includes: (1) the purchase of training motorcycles and (2) maintenance and fuel costs that will be necessary to meet the additional demand for the safety course.

The initial expenditure could be covered by a \$100,000 grant that is available to DOT from the federal Safe Accountable Flexible Efficient Transportation Equity Act (SAFETEA-LU). The funding will expire at the end of September 2010.

Future funding could be available from the following sources:

1. Other federal sources received by DOT under the NHTSA Section 402 Highway Safety Program.
2. The \$4 surcharge levied under CGS Sec. 14-49 on two-year motor cycle registrations (new and renewal). DOT currently receives about \$200,000 annually and the funds are used to support training activities and equipment for the Connecticut Rider Education Program.

3. DOT has the option of increasing the current \$200 tuition fees for the novice motor cycle safety course in order to cover the additional expenses for expansion of the program. The amount of the increase has not been determined at this time.

***The Out Years***

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

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**OLR Bill Analysis****sSB 407*****AN ACT REQUIRING MOTORCYCLE TRAINING PRIOR TO THE  
ISSUANCE OF A MOTORCYCLE ENDORSEMENT.*****SUMMARY:**

This bill requires all applicants for a motorcycle license endorsement, rather than just those under 18, to demonstrate to the Motor Vehicles (DMV) commissioner that they have successfully completed a novice motorcycle training course. By law, the course must be conducted by the Department of Transportation or a firm or organization conducting a course that uses the curriculum of the Motorcycle Safety Foundation or other safety or educational organization that has developed a curriculum approved by the DMV commissioner. By law, the commissioner may waive the (1) on-road skills portion of license examination for an applicant who presents evidence of passing a motorcycle training course (2) licensure requirement's for someone who has held a license or endorsement in other states requiring a similar test or course.

The bill eliminates the requirements that an endorsement applicant, regardless of age, demonstrate personally to the commissioner, his deputy or agent, or a DMV inspector, that he or she (1) is a proper person to operate a motorcycle, (2) has sufficient knowledge of the motorcycle's mechanisms to operate it safely, and (3) has satisfactory knowledge of the law concerning motorcycles and other motor vehicles and the rules of the road.

EFFECTIVE DATE: October 1, 2010

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea     34     Nay   2     (03/16/2010)